

Intimations.

NEWS FOR HOME.

The Overland China Mail.
(The oldest Overland Paper in China.)
PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports to those countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.
Subscription, 50 cents per Copy (postage paid \$1.50). \$12 per annum (postage paid \$15.00).
Orders should be sent to Geo. Murray BAIN, China Mail Office, 2, Wyndham Street, not later than noon of the day the English Mail steamer leaves.
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Eighth Volume of the "CHINA REVIEW."

Now Ready.

No. 5.—Vol. VIII.

—OF THE—

"CHINA REVIEW."

CONTAINS—

Translations from the Li-li, or General Code of Laws of the Chinese Empire.
Fa-lisen and His English Translators.
The Flower-Fairies.
Translations of Chinese School-Books.
Notes of Notices of New Books and Literary Intelligence.
Notes and Queries.
Remarks on the Syllabary of the Hakka.
Dissected by Mr. E. H. Parker.
Hakka Marriage Customs.
Serdin in Ancient China.
Curious Coins.
Books Wanted, Exchanges, &c.
Hongkong, May 17, 1880.

To-day's Advertisements.

FOR HONGKONG.

The Steamship
"Hakka,"
Captain CONNOR, will be
despatched for the above
Port on FRIDAY, the 11th Inst., at Day-
light.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, June 9, 1880. j11

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for CHEEPOO, NINGPOO, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The S.S. Steamship
"Menelaus,"
Capt. J. N. COLE, will be
despatched on FRIDAY,
the 11th Inst., at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 9, 1880. j11

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.

(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern and Australian Mail Steam Co.'s
Steamer
"Boven,"
(In place of the S.S. Somerset as previously advertised) will be despatched as above on SATURDAY, the 12th Inst., at 4 p.m.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, June 9, 1880. j12

FOR AMOY.

The Steamship
"Diamond,"
Captain CULLEN, shortly
due, will have immediate
despatch for the above Port.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, June 9, 1880. j12

TO LET.

A Portion of Messrs LANE, CRAWFORD & Co.'s PREMISES in QUEEN'S ROAD, suitable for CHAMBERS or OFFICES.
Hongkong, June 9, 1880. j12

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour—

EMMA, German 3-masted schooner, Capt. P. T. MICHOLSEN.—Edward Schellhaus & Co.
PIZZARRO, British ship, Captain J. N. JACKSON.—Borries Company, Limited.
MARIE LOUISE, German barque, Captain A. RICHMOND.—Weller & Co.

MONTEAR, American ship, Captain W. TAYLOR.—P. & O. S. N. Co.
MINNIE CARVELL, British barque, Capt. P. T. CLARK.—Gibb, Livingston & Co.
P. L. OAKMAN, American ship, Capt. W. P. LINCOLN.—P. & O. S. N. Co.

WILLIAM ARSON, British barque, Capt. Brough.—Molichers & Co.
CHURCHMAN, British ship, Capt. Beadle.—Weller & Co.
SERRATEVIER, British steamer, Capt. O. W. PEARSON.—Jardine, Matheson & Co.
OUTROR, British barque, Capt. Davies.—Romato & Co.

WOODVILL, British barque, Capt. Rodd.—Arnold, Karberg & Co.

SHIPPING.

ARRIVALS.
June 8, Somerset, British steamer, 1100, J. W. B. Darke, Sydney May 18, General.
June 9, Fuyeh, Chinese steamer, from Canton.

ARRIVALS.

June 8, Cuba, British barque, from Whampoa.
June 9, Menelaus, British steamer, 1550, J. N. Cole, Liverpool April 18, and Singapore June 3, General.—BUTTERFIELD & SWIRE.

June 9, Hainan, American steamer, 381, Conner, Haiphong June 5, Pakhoi 6, and Hainan 8, General.—RUSSELL & Co.

June 9, Sunbeam, British steamer, 1164, Dobson, Nagasaki June 4, Coal and General.—JARDINE, MATHESON & Co.

June 9, Emerald, British steamer, 395, R. Talbot, Amoy June 3, General.—RUSSELL & Co.

DEPARTURES.

June 9, Yutong, for Swatow.
9, Marie Louise, for Swatow.
9, Namoa, for Coast Ports.
9, Fokien, for Amoy, &c.
9, Peng-chou-hai, Chinese gunboat, for a cruise.

CLEARED.

Palatine, for New York.
Kaiser, for Whampoa.
Fuyeh, for Shanghai.
Menelaus, for Amoy.
Ping-on, for Hainan, &c.

PASSENGERS.

Per Hainan, from Haiphong, &c., Messrs Schomburgk and Johnston, and 9 Chinese.
Per Emerald, from Amoy, Capt. Webb, and Mr. A. W. Best.
Per Sunbeam, from Sydney, 11 Chinese.
Per Menelaus, from Singapore, &c., 1 European, and 350 Chinese.

DEPARTED.
Per Namoa, for Foochow, Mr. Meyer, Madame Marshall, and Major St. Clair.
Per Yutong, for Swatow, 42 Chinese.
Per Fokien, for Amoy, &c., 80 Chinese.

TO DEPART.

Per Kaiser, for Whampoa, 20 Chinese.
Per Fuyeh, for Shanghai, 40 Chinese.
Per Menelaus, for Amoy, 120 Chinese.
Per Ping-on, for Hainan, 1 European, and 10 Chinese.

SHIPPING REPORTS.

The American steamer *Heinan* reports: Left Haiphong on 5th inst., Fakhel 6th, and Hainan 8th. From Haiphong to Pakhoi, fresh southerly and S.E. winds with cloudy weather. From Pakhoi to Hainan, light variable winds with much rain. Thence to port light S.E. and E.S.E. winds and equally weather.

The British steamer *Sunbeam* reports: Strong S.W. winds and sea with heavy rain. The British steamer *Menelaus* reports: Light S.W. wind and fine weather throughout. Brought the remains of the late Hon. Mr. Whampoa, from Singapore in transit to Whampoa for interment.

Report of the R. M. S. *Somerset*, J. W. B. Darke, R.N.R., Commander, from Sydney direct.—At 4 p.m. on 19th May, east of from Company's wharf and proceeded down harbour; stopped off quarantine station to receive 2 of the S. S. *Strider's* crew proceeded and cleared Heads at 5.45 p.m.; rounded Breakers spit at 2 p.m. on 22nd, passed Cooktown on 25th at 5.25 p.m., anchored 4 hours to adjust Engines on 27th at 1.30 p.m., cleared Albany Port at 11.30 a.m. 27th. Booby Island abeam at 3.30 p.m. same day; passed through Manilla Straits on the night of 31st; Banks passage on the morning of the 2nd June; Basilan Straits, 10 miles off shore, and entered Cape Olavite Straits on the evening of the 6th; Cape Olavite abeam at 11.30 p.m. on 6th, arriving in Hongkong harbour at 7 p.m. on 8th. Experienced light winds, fine pleasant weather, and smooth sea throughout the voyage. Passed Company's steamer *Norwandy* at 0.45 a.m. on 21st May, and American barque *Carrie Hunfrey* bound to Manila in lat. 14.12 N., long. 119.30 E., at 6 a.m. on the 6th inst.

The British steamer *Emerald* reports: Had moderate monsoon and fine weather throughout.

POST OFFICE NOTICES.

MAILS will close:—
For SHANGHAI.—
Per *Fuyeh*, at 2.30 p.m. To-morrow, the 10th inst.
For STRAITS SETTLEMENTS & BOMBAY.—
Per *China*, at 3.30 p.m., on Thursday, the 10th inst.

For BANGKOK.—
Per *Consolation*, at 5 p.m. To-morrow, the 10th inst., instead of as previously notified.

For MANILA.—
Per *Emerald*, at 3.30 p.m., on Friday, the 11th inst.

For SAIGON.—
Per *Quinta*, at 3.30 p.m., on Friday, the 11th inst.

For JAPAN via KORE.—
Per *Bonito* Maru, at 5 p.m., on Friday, the 11th inst.

For PORT DARWIN, COOKTOWN, SYDNEY, MELBOURNE, &c.—
Per *Claremont*, at 5 p.m., on Friday, the 11th inst., instead of as previously notified.

For SINGAPORE, and E. AUSTRALIA, &c.—
Per *Bonito*, at 3.30 p.m., on Saturday, the 12th inst., instead of as previously notified.

For JAPAN via NAGASAKI.—
Per *Malacca*, at 11.30 a.m., on Tuesday, the 15th inst.

For STRAITS SETTLEMENTS and OALOUTTA.—
Per *Japan* and *Moray*, at 2.30 p.m., on Tuesday, the 15th inst.

MAILS BY THE BRITISH PACKETS.

The British Contract Packet *Polabur* will be despatched on MONDAY, the 14th June, with Mails to and through the United Kingdom and Europe via Brindisi to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar. This is the best opportunity for forwarding Correspondence to Mauritius, E. Africa, the Cape, St. Helena, and Ascension.

N.B.—This Packet carries no mails for the Australian Colonies.

MAILS BY THE FANION PACKETS.—
The French Contract Packet *Stich* will be despatched on MONDAY, the 21st June, with Mails to and through the United Kingdom and Europe via Naples to the Straits Settlements, Batavia, Borneo, Ceylon, the Australian Colonies, Pondicherry, Madras, Calcutta, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MEMOS. FOR TO-MORROW.

Shipping.
Daylight.—Ping On leaves for Holbow, &c.
4 p.m.—China leaves for Bombay.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water, Gingerale, Polans Water, Sarsaparilla Water, and other Aerated Waters.

The Manufacture is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 8.45 p.m.

The China Mail.

HONGKONG, WEDNESDAY, JUNE 9, 1880.

LOCAL AND GENERAL.

The next English Mail may be expected to arrive here on Friday morning next, the 11th inst., by the P. & O. steamer *Mitropole*, which brings London advices up to the 7th May.

The Annual Regimental dinner of the 2nd Battalion 3rd Buffs was held at Tangle Barracks, Singapore, on the 27th ult., when H. E. Sir F. A. Wald, K.O.M.G., was present.

The *Glencoe* arrived at Singapore at half-past 9 on the evening of the 30th ultimo, being the first of the tea steamers to arrive at that port. The distance from Wooming to Singapore was done within the seven days, but Captain Gulland hopes to do even better on the distance to Suez. The *Glencoe* was to have left Singapore at half-past 4 on the morning of the 31st with 1,100 tons of coal on board.

The Supreme Court will sit in Original Jurisdiction at 10 a.m.—to-morrow the 10th inst., in the case of *Sands* and another v. the Hongkong and Whampoa Dock Company; after which it will hear the Registrar's Report in the Bankruptcy of W. Von Pustau; and also in Probate, in re *U. Tim*, deceased, when motion will be made to reduce the amount of surties.

NOTES FROM RUSSIAN TARIARY.

An occasional correspondent signing "Cafedfidit" sends the *N. O. D. News* the following interesting letter:—
"Health-seeking from the Model Settlement and other treaty ports would do well to take a trip to Vladivostok when the opportunity offers, which is likely to be the case this summer, owing to the enterprise of Mr. M. C. Adams, of Nagasaki, a name well known in Shanghai, and opportunities may also present themselves by the new line of Russian steamers, some of which, according to report, are likely to proceed to Vladivostok. Think of it, ye dwellers on the flats of the Hongkong, a summer temperature of 65°; glorious mountain air and scenery, sea-bathing, sea and river fishing, waving forests of oak, birch, pine, and, and hill-sides covered with wild flowers, cheap living and a kindly hospitable people eager to welcome and entertain the stranger. From Nagasaki the route is along the Japanese coast, close past the beautiful islands of Matsima, Hirono, Ikuiki and Iki, not forgetting the well-known Iengo, or Arched Rock, a sight in itself worth the journey, besides the cone of Tachio, and the sharp peak of Hirono, with the lovely scenery of Siki and the Obree Channel, which, with the fine sea air, is so refreshing to those who have been alternately steamed and baked on the plains of China. From Iki-Sima to Dagalet (Mata-Sima of the Japanese), the course is N. 18° E. about 230 miles, passing east of Tsu-Sima in the strength of the Kuro-Sima, sighting the mountain ranges of Corea behind Cape Clouard in passing. Dagalet is a beautiful island, wooded to the summit of its highest peak, which rises 4,000 feet above the sea. It is uninhabited except in the summer time, when a few Koreans go there to build huts, leaving when the weather breaks up in the fall. There are some curious rock formations on the island, the most prominent of which is a spike of about 800 feet high stuck on to the hill side on the northern slope of the island something like a miniature Matterhorn. Proceeding on a course nearly due north for about 340 miles, the island of Skrypleff, which has a good light on it, is reached, rounding which you enter the Eastern Bosphorus and six miles more bring you to anchor in the Golden Horn, off the settlement of Vladivostok, which is steadily increasing in population and importance, but is destined to be superseded by Port Lazareff, which sooner or later the Russians are certain to acquire, as it can be made an excellent naval station, open in winter and easy of defence, which Vladivostok is not. Vessels of war with modern artillery could shell the place from three sides, themselves remaining under shelter, and on each side of the peninsula there is a long stretch of coast where troops could easily be landed. A foreign artillery officer (not Russian) stated to the writer of this that in his opinion it would require 50,000 men to defend Vladivostok, supposing it properly fortified. The Russian Government do not seem to know what a gold mine they possess in Russian Tartary. The soil will grow anything without manure, timber of the best quality exists in abundance, also gold, coal, iron and other minerals, while the sea teems with fish, whales, salmon, cod, herrings, etc., and the reefs are covered with edible seaweed. From Arkhoid to St. Vladimier Bay there are numerous fairly good harbours, several quite sheltered, and every valley opening on the coast has its mountain stream. There are no out-lying rocks or dangers. The climate is healthy though the winters are severe. The country seems to bear a great resemblance to the Red River valley in more respects than one, and it certainly seems capable of raising wheat of equal quality. The Russians are like the dog in the manger, they are unable to turn all this wealth to account themselves, and will not allow others to do so. Military law reigns supreme, and the dread of it prevents their own peasantry from taking more out of the soil than will give them black bread and tea. If our American cousins had a footing in Russian Tartary, they would make it rival California, but under Russian law all attempts to develop the resources of the country are hopeless. They say they want settlement with brains and a little money. They would like plenty if they will give assurance that they will be allowed to enjoy the fruits of their toil. As a place of resort to recruit after the scorching summer of Shanghai, commend me to the coast of Russian Tartary. The air is perfection, there is an hotel in Vladivostok, and telegraphic communication with Europe and Shanghai. During the summer the military bands play in the public gardens every evening. Residents seem to like the winter better than summer, when there is a continual round of balls, and sleighing parties. I may have something more to tell you about the place bye-and-bye.

THE SERVICE IN CHILHI BLOCKED.

The following is from the translation given in the *N. O. D. News* from the *Peking Gazette*:—

May 3rd.—(1) Memorial from Li Hung-chang representing that there is an excessive number of expectants of office in Chilhi, causing a block in the promotion lists, and praying that the present no more expectants may be sent forward. Since the commencement of military operations in the Empire, there has been a ceaseless flow of expectants of office to the province, who have obtained their nominations either by purchase, as the case might be, with the result that the number of expectants far exceeds the vacancies they are entitled to fill, causing a dead-lock for many years past. When the abolition of the purchase system was announced last year, there was a rush of purchasers previous to the date of the abolition taking effect, so increasing the number of expectants in Chilhi that there are now more than 40 officers on the list of expectants (Inots and Prefects: over 200 on the list of Department and District Magistrates; more than 90 expectants of posts in connection with military works; and upwards of 800 expectants of minor posts, many of whom can never expect to obtain preferment and few even to obtain temporary employment. The result is that they are reduced to a condition of extreme distress, and if steps are not taken to effect some sort of a compromise, hopeless stagnation must ensue. The people must of a certainty suffer from an excess of officials, many of whom have sunk large sums in the purchase of rank with a view to securing a profitable investment, and are not likely therefore to have popular interests entirely at heart. Mere weeding out of the worthless ones will not remedy a condition of things, the radical defects of which lie deeper down. The abolition of purchase was a measure that has called forth much admiration, but a tide of expectants who have purchased rank or secured recommendations previous to the cessation of the system must still continue to come forward, and it is decidedly not to the interests of the people that so poor a province should be over-stocked with needy expectants. The memorialist would therefore suggest that no more officials of this class be sent forward for three years to come. At the end of that time he will again address His Majesty as to the propriety or the reverse of resuming the practice.—Rescript: Let the Board of Civil Office take note.

THE ANNAMITE TRIBUTE TO CHINA.

The following is from the same source:—
May 5.—The Governor of Kuangsi reports the receipt of a letter from the King of Annam to the effect that the 7th year of Kuangsi being the time for the despatch of the periodical mission of tribute to Peking, he begs to be informed upon what day and in what month he will be at liberty to send his minister across the frontier. The memorialist would observe that, according to law, the King of Annam should send a tribute mission to Peking once every four years, and the period for the despatch of this mission having now arrived, and the King in question having requested instructions in the matter, it becomes the duty of the memorialist to lay his application before His Majesty, and to request that he should be written and published in the form of a decree be vacated, sanctioning the despatch of the mission. It is requested that instructions may be given as to the date next year, upon which the minister should be directed to reach the capital. In order that calculation may be made as to the time the journey will take, and the date at which the frontier should be crossed may be determined, when the King will be communicated with and directed to take action accordingly. A copy of the King's letter is appended to the memorial.—Rescript: Let the law be consulted as to the date at which the frontier should be crossed, and let the King be directed to take measures accordingly.

SUPREME COURT.

IN ORIGINAL SESSIONS.

(Before His Lordship the Chief Justice, Sir John Smalls and a Common Jury.)

Tuesday, June 8th 1880.

THE LIBEL CASE.

REGINA versus PITMAN.

THE JURY.

Before the case was called Mr. Hayllar for the defendant moved for a postponement for the defendant on an affidavit before His Lordship on another set of circumstances that had just come before his notice. They were served with a notice last night requiring them to produce a large number of documents, books, cheque-books, &c., which not an entirely different aspect on the case, and these books could not be brought here in time. Again, some five or six of the jury were summoned as witnesses, and he thought it would be unfair now to try the case with the present panel. The Chief Justice asked the names of those subpoenaed.—Mr. Cohen, Mr. Glover, Mr. Macintosh, Mr. Cook, Mr. W. E. Dunn, Mr. Ritchie.

Mr. Francis said Mr. Cook of the Hongkong and Shanghai Bank had been told that his services would not be required as a witness.

In reply to the Chief Justice who asked whether Mr. Francis required those papers, Mr. Francis said it depended entirely on the line the prosecution took. He explained that as the strongest possible proof of malice in a libel lay in proving the falsity of the libel, that it would be open for Counsel for the prosecution to endeavour to prove such falsity. He was prepared to rebut such evidence as the prosecution might bring forward, but he was not sure in fact, in that case he would have to call for the production of these books.

After some conversation Mr. Hayllar said he did not intend to call evidence to prove the falsity of the alleged libel, he did not see that he could.

Mr. Francis: With that assurance I am quite satisfied to go on with the case. Mr. Hayllar alluded again to the very awkward fact of so many of the jurors being called as witnesses. However a juror could give evidence.

The juror was then called, and in the following order:—Messrs W. L. Scott, W. Detmers, T. N. Dracoll, G. Ferguson, G. Chape, D. Alesand, and O. G. Cohen.

Mr. Francis explained that Mr. Cohen was one of the witnesses besides he had been mixed up with the affairs of Mr. Heaton referred to in this case.

The Chief Justice quite agreed that he might have preconceived opinions on many subjects.

Mr. Cohen therefore left the box, remarking that there was no justification for any statement that he had formed any opinion on the case.

Mr. W. H. E. Dunn was then called, and the Counsel for the defence relieving him from his subpoena was allowed to sit at the foot of the box. Counsel Dulacque Alesand, a young Portuguese lad, was recalled from the box and J. Ritchie was called. He had left the Colony. Mr. Macintosh took his place. The jury then formed stood: Messrs W. L. Scott, W. Detmers, T. N. Dracoll, G. Ferguson, G. Chape, J. H. Macintosh, and W. H. E. Dunn.

THE CHARGE AND INFORMATION.—
The trial was commenced to-day of John Pitman, who was arraigned on a charge of libel on June 8th 1880. The charge was laid under section 5, chap. 96, of statute 6 and 7 Vic., which enacts that "if any person shall maliciously publish any defamatory libel, every such person shall be liable to fine or imprisonment or both as the Court may award, such imprisonment not to exceed the term of one year," and the charge on which he was committed to take the trial at these sessions was in the effect that he did on the 20th March 1880, at Victoria in this Colony unlawfully did write and publish and caused to be written and published a certain false scandalous and defamatory libel of and concerning the said Horace Harrington Nelson, contrary to the intent and meaning of the Statute in that behalf made, to wit:—

"The information we give at length; it was as follows:—
"At the General Criminal Sessions of the Supreme Court held at Victoria for the month of May, 1880, the Court is informed by the Attorney General on behalf of our Sovereign Lady the Queen that Horace Harrington Nelson, a time of publishing the said libel, and caused to be written and published a certain false scandalous and defamatory libel of and concerning the said Horace Harrington Nelson, contrary to the intent and meaning of the Statute in that behalf made, to wit:—

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For Sale.

MacEwen, Frickel & Co.
HAVE JUST RECEIVED EX
"AMERICAN MAIL."

Codfish BALLS.
Pig's Head ORESE.
Devilled HAM.
Compressed HAM.
OVIARE.
California Golden SYRUP.

Merritt's CIDER.
Whitaker's HAM.
COMB HONEY in Frame and
Bottle.

Very Fine Eastern OREAM
CHEESE.
Pickled OX-TONGUES.
Pickled PIG FOK.

Bonless CODFISH.
Salmon BELLIES.
MACKEREL.

Green TURKIE, 1lb. and 2lb. Tins.
Borden's Condensed MILK (very fresh).
California BISCUITS in Oats and Tins.
Ginger CAKES.

Milk BISCUITS.
Soda BISCUITS.
Wafers BISCUITS.

Alphabet BISCUITS.
Oyster BISCUITS.

CORNMEAL.
RYE MEAL.

HOMINY, Small and Large.
Cracked WHEAT.

OATMEAL.
SHELLBACK.

PEACAN, and
BARCELONA NUTS.

Canned Table-Fruits.

Barlett PEARS.
PRACHES.

GREENGAGES.
APRICOTS.

QUINONES.
Late Arrivals.

ROYAL BRISTOL GINGER ALE,
in Pint Bottles.

CROISE & BLACKWELL'S
HOUSEHOLD STORES.

JOHN MOIR & SONS'
CELEBRATED PRESERVES.

CRUBB'S PADLOCKS,
TILL LOCKS,

BOX LOCKS,
CUPBOARD LOCKS,

do., do.
American PADLOCKS, and
Builder's LOCKS.

JOSEPH RODGERS & SONS' Table
OUTLERY.

Combination Champagne KNIVES,
Pocket KNIVES,

SWISSERS,
RAZORS,

do., do.
BUSBY'S PATENT PNEUMATIC GUN,
ALLUMINIUM Gold PEN and PENCIL
CASES.

BILLARD CHALK and CUB TIPS.
WELLSINGTON'S Knife POLISH.

PLATE POWDER.
Metallic TAPE LINES.

A Large Assortment of
FANCY and OFFICE
STATIONERY.

Superfine Note PAPER, from 50 Cents per
Box, of 5 Quires.

KNIVES, from 20 Cents per Hundred.
FOOTSAF.

Letter PAPER.
Blotting PAPER.

Printing PAPER.
Drawing PAPER.

Blank BOOKS.
Copying BOOKS.

Oil PAPER.
Drying PAPER.

Blotting PADS.
PENS.

AND ALL OFFICE
REQUISITES.

N.B.—Our Papers and Envelopes are im-
ported direct from Manufacturer, and
the quality for price is unsurpassed,
if not unequalled in Hongkong.

NOVELS!
NOVELS!!
NOVELS!!!

WORKS OF REFERENCE,
SCHOOL BOOKS,
SCIENTIFIC
WORKS,
&c.

Very Fine "Cable Coil" TOBACCO.
"Empress of India" and
"Best Navy" in Sticks.

OIGARS,
OVIARE,
PRINCESSA,

FORTIN, and
MRSIG.

CHERRY, CAVITE, and PRINCESSA.

SHIPS, STORES of every Description—
HIMP, and COTTON CANVAS.

RUSSIAN, MANILA, and WIRE ROPE.
RAIL-MAKING, and RIGGING promptly
executed.

Hongkong, May 15, 1880.

Mails.



**MITSUI BISHI MAIL STEAMSHIP
COMPANY.**

STEAM TO YOKOHAMA VIA KOBE
AND INLAND SEA.

THE S. S. SUMIDA MARU, Captain
HIVEMAN, due here on or about the
7th June, will be despatched as above
on SATURDAY, the 12th June, at Day-
light.

Cargo received on board and Parcels at
the Office up to 8 p.m. of 11th June.
No Bill of Lading signed under \$2
Freight.

All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.

RATES OF PASSAGE.
To Kobe..... Cabin \$60. Steerage \$15.
" Yokohama & Do. \$75. Do. 20.
" Nagasaki..... Do. 20.
A Reduction is made on RETURN Cabin
Passages.

CARGO and PASSENGERS for Nagasaki
will be transhipped to the Shanghai Mail
Steamer at Kobe.

For further Particulars, apply at the
Company's Office, No. 504, QUEEN'S
ROAD CENTRAL.

Hongkong, May 31, 1880. j612



STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MEDI-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON.

ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
FRESHWATER, Captain REYNOLDS, will
leave this on MONDAY, the 14th June,
at 5 p.m.

For further Particulars, apply to
A. MOIVER, Superintendent.
Hongkong, June 8, 1880. j614

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,

ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSAILLES.

ALSO,
PONDICHERRY, MADRAS, CALCUTTA
AND ALL INDIAN PORTS.

ON MONDAY, the 21st day of June,
1880, at Noon, the Company's
S. S. SINDH, Commandant MONROE,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above place.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m. Specie and Parcels until 3 p.m. on
the 20th of June, 1880. (Parcels are not
to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 8, 1880. j621

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
AND
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. GAZELLE will be despatched
on or about the 1st July, 1880, at
3 p.m., taking Cargo and Passengers for
Japan, the United States, Mexico, Central
and South America, and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 30th June. PARCELS
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A Reduction is made on RETURN PAS-
SAGE TICKETS.

Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Office addressed to the Collector of Custom,
San Francisco.

For further information, as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. E. EMORY, Agent.

Hongkong, June 1, 1880. j71

NOTICE TO CONSIGNEES.
S. S. "SUMIDA MARU" FROM
KOBE AND YOKOHAMA.

CONSIGNEES of Cargo by the above
steamer, should be requested to send in
their Bills of Lading for counter-signature,
and take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge or re-
maining on board after THURSDAY, the
8th Instant, will be landed and stored at
Consignee's expense and risk.

No Free Insurance will be effected.

MITSUI BISHI MAIL S. S. Co.,
504, Queen's Road Central.

Hongkong, June 1, 1880.

Insurances.

**YANGTZE INSURANCE
ASSOCIATION.**

CAPITAL (Fully Paid-up).....Tls. 420,000
PERMANENT RESERVE.....Tls. 230,000
SPECIAL RESERVE FUND.....Tls. 263,268

TOTAL CAPITAL AND AG-
GREGATIONS, 8th
April, 1880.....Tls. 913,268

Directors.

F. B. FORBES, Esq., Chairman.
W. M. BOYD, Esq., Wm. MEYER, Esq.,
J. H. PRITCHARD, Esq., F. D. HITCH, Esq.,
Esq.

HEAD OFFICE—SHANGHAI.

Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH:

Messrs BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
8, St. Michael's Alley, Cornhill, E.C.

POLICIES granted on Marine Risks to all
parts of the World.

Subject to a charge of 1% for Interest
on Shareholders' Capital, all the Profits of
the Underwriting Business are an-
nually distributed among all Contributors
of Business in proportion to the Premiums
paid by them.

RUSSELL & Co.,

Agents.
Hongkong, May 11, 1880. 10080

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOHRS & Co.,

Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

**MANCHESTER FIRE ASSURANCE
COMPANY OF
MANCHESTER AND LONDON.**

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000 "
Reserve Fund upwards of £ 120,000 "
Annual Income £ 250,000 "

THE Underigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

**LANCASHIRE INSURANCE
COMPANY.**

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant
Insurances against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Underigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows—
Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for annuities not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

**QUEEN FIRE INSURANCE
COMPANY.**

THE Underigned are prepared to grant
Policies against FIRE to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,

Agents.
Hongkong, January 1, 1874.

**NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.**

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL, £2,000,000.

THE Underigned, Agents at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,

Agents.
Hongkong, July 6, 1878.

**THE CHINA FIRE INSURANCE
COMPANY, LIMITED.**

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Siam and Penang.

Business accepted, and Policies of Insurance
granted, at the rates of Premiums current at
the above mentioned Ports.

NO CHARGES FOR FREIGHT.

JAN. A. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

Visitors' Column.

We have instituted as an experiment
a VISITORS' COLUMN, which we trust
will prove successful, and be found use-
ful. To it will be relegated, from time
to time such items of information, lists,
tables and other intelligences as is con-
sidered likely to prove valuable to per-
sons passing through the City, and
in connection with we have opened a
SELECT HOTEL and BUSINESS
DIRECTORY, applications for enrolment
into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public
Gardens.
City Hall, Library (8,000 volumes) and
Museum.—Free.

Public Gardens, a beautifully picturesque
retreat and of great interest.

The Clock Tower, Queen's Road Cen-
tral, in a line with Pedder's Wharf.

General Post Office, Hongkong Club,
German Club, Supreme Court, &c.,
within a stone's throw.

Lusitano Club and Library, Shelley St.
Government Offices, the Secretariat, &c.,
near the Public Gardens.

St. John's Cathedral (Anglican), above
the Parade Ground.

Roman Catholic Cathedral, Wellington
Street.

Union Church, Elgin Street.

St. Peter's Roman Church, West Point.
St. Joseph's (R.C.) Church, Garden
Road, near Kennedy Road.

Temperance Hall, specially adapted for
sea-faring men, Queen's Road East.

Ping-on
Sailors' Home, West Point.

E. E. A. and China Telegraph Co., and
the Great Northern Telegraph Co.,
Marine House, Queen's Road.

Masonic Hall, Zealand Street.

Victoria Recreation Club—Bath-house
and Boat-house, &c.—Praya, beyond
the Cricket Ground, beside the City
Hall.

The Barracks and Naval and Military
Store Departments lie to the east-
ward, and cover a large area.

Hotels.

Stag Hotel, good accommodation for
visitors at moderate rates, 110, Queen's
Road Central.—J. Cook, Proprietor.

Stores, Books, &c.

Publishers of the Largest Collection of
Views in the Empire, and general
Illustrations of the Chinese.—ARROW'S
PHOTOGRAPHIC STUDIO, 8, Queen's
Road.

General Outfitter, Hosiery, Tailor,
&c.—T. N. DUNCAN, 45, and 47,
Queen's Road, by special appointment
to H.E. the Governor.

Chronometers, Watches, Jewellery,
Maps and Charts.—G. FALCONER & Co.,
Queen's Road Central.

Travelling Requisites of all kinds,
Books, &c.—LANE, CRAWFORD & Co.,
American and English Stores, Books,
and specially selected Cigars.—MAC-
EWE, FRICKEL & Co.

American Newspapers and cheap Re-
prints, &c., choice Tobacco and Cigars.
—MOORE'S VARIETY STORE, 42,
Queen's Road.

Watches, Jewellery, Charis, Binocu-
lars, Optical Instruments, Mordan's
Pencil-cases, &c.—JOHN NOBLE, agent
for Negretti & Zambra.

Guns, Rifles, Pistols, Ammunition,
and Sportsman's Requisites of all descrip-
tions.—Wm. SCHMIDT & Co., Gun-
makers, Eastern House of Beaconsfield
Arcade.

Chair and Boat Hire.

LEGALIZED TARIFF OF FARES FOR CHAIRS,
CHAIR BEARERS, AND BOATS,
IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullagey Boats.
Half hour, 10 cts. Hour, 20 cts.
Three hours, 50 cts. Six hours, 70 cts.
Day (from 6 to 6), One Dollar.

To VICTORIA PEAK.
Single Trip.

Four Coolies, .. \$1.00
Three Coolies, .. 0.85
Two Coolies, .. 0.70

Return (direct or by Pong-foe-hum).
Four Coolies, .. \$1.20
Three Coolies, .. 1.00
Two Coolies, .. 0.85

To VICTORIA GAP (TO LEVEL OF UMBRELLA
PEAT).
Single Trip.

Four Coolies, .. \$0.60
Three Coolies, .. 0.45
Two Coolies, .. 0.40

Return (direct or by Pong-foe-hum).
Four Coolies, .. \$1.00
Three Coolies, .. 0.85
Two Coolies, .. 0.70

The Return Fare embraces a trip of not
more than three hours.

For every hour or part of an hour above
three hours, each Coolie will be entitled to
an additional payment of 5 cents.

Day Trip: Peak, .. \$0.75 each Coolie.
(12 hours) .. \$0.60 each Coolie.

Licensed Boats (each).
Hour, .. 10 cts.
Half day, .. 30 cts.
Day, .. 50 cts.

BOAT AND COOLIE HIRE.
Boats.
1st Class Cargo Boat of 8 or 900
tons, per Day, .. \$5.00
1st Class Cargo Boat of 8 or 900
tons, per Week, .. 25.00
2nd Class Cargo Boat of 800
tons, per Day, .. 2.50
2nd Class Cargo Boat of 800
tons, per Week, .. 12.50
3rd Class Cargo Boat of 800
tons, per Day, .. 1.50
3rd Class Cargo Boat of 800
tons, per Week, .. 7.50
4th Class Cargo Boat of 800
tons, per Day, .. 1.00
4th Class Cargo Boat of 800
tons, per Week, .. 5.00
5th Class Cargo Boat of 800
tons, per Day, .. 0.50
5th Class Cargo Boat of 800
tons, per Week, .. 2.50
6th Class Cargo Boat of 800
tons, per Day, .. 0.25
6th Class Cargo Boat of 800
tons, per Week, .. 1.25
7th Class Cargo Boat of 800
tons, per Day, .. 0.10
7th Class Cargo Boat of 800
tons, per Week, .. 0.50
8th Class Cargo Boat of 800
tons, per Day, .. 0.05
8th Class Cargo Boat of 800
tons, per Week, .. 0.25
9th Class Cargo Boat of 800
tons, per Day, .. 0.02
9th Class Cargo Boat of 800
tons, per Week, .. 0.10
10th Class Cargo Boat of 800
tons, per Day, .. 0.01
10th Class Cargo Boat of 800
tons, per Week, .. 0.05

Merchant Vessels in Hongkong Harbour.

[illegible]

